

# Working Group Meeting No. 4

Location: Cape Henlopen Senior Center

May 10, 2004

5:30 - 8:30 PM



**Rehoboth Beach Entrance Improvements**



## Future Meeting Dates

- Public Workshop #2 – May 24<sup>th</sup> – 4 – 7 PM  
Rehoboth Beach Convention Center
- Working Group Meeting #5 – June 28<sup>th</sup> – 5:30 PM  
Location TBD
  - Cape Henlopen Senior Center
  - Virden Center
- Working Group Meeting #6 – Sept 14<sup>th</sup> (tentative)
  - 5:30 PM – Location TBD

# Agenda

- |         |  |
|---------|--|
| 5:45 PM | Welcome/Announcements  |
| 6:00 PM | Feedback from Working Group on Alternatives and Independent Options                                |
| 7:00 PM | New Ideas Identified by the Working Group  |
| 7:45 PM | Summary of Alternatives and Independent Options Recommended for Further Study by the Working Group |
| 8:00 PM | Public Workshop Materials  |
| 8:30 PM | Adjourn  |

# Feedback from the Working Group on Alternatives and Independent Options

# Alternative 1

## Comments/Concerns

- Good first step/short-term improvement
- Doesn't do enough to address problems on Route 1 or SR 1A
- Connection should be for local traffic only
- Benefits West Rehoboth

## Questions/Additional Information Needed

- Reality/timing of Canal Point (Fletcher Farm) connection
- Time frame for construction of connection between Canal Boulevard and Hebron Road

## Working Group Consensus

- Consider further as a short-term improvement only

# Alternative 2

## Comments/Concerns

- Impacts West Rehoboth and properties along Hebron Road
- Impacts access to businesses along SR 1A and emergency access because of one-way inbound pattern

## Questions/Additional Information Needed

- Need more detail on impacts to properties along Hebron Road

## Working Group Consensus

- Do NOT recommend for further study



# Alternative 3

## Comments/Concerns

- Impacts West Rehoboth and properties along Hebron Road
- Prefer over Alternative 2 because it addresses business access and emergency access concerns

## Questions/Additional Information Needed

- Need more detail on impacts to properties along Hebron Road

## Working Group Consensus

- Recommend for further study

# Alternative 4

## Comments/Concerns

- Reduces impacts along Hebron Road as compared to Alts 2 and 3
- Impacts DNREC property and Junction and Breakwater Trail
- Improves access from businesses and communities along Shuttle Road to Rehoboth Beach
- Do not shift alignment from DNREC property to West Rehoboth; this would impact a portion of the community with high percentage of owner occupied homes

## Questions/Additional Information Needed

- Are we moving the bottleneck to Route 1 at Shuttle Road?

## Potential Modifications

- Build an overpass at Ames

## Working Group Consensus

- Recommend for further study



# Alternative 5

**Same as Alternative 4, plus:**

## **Comments/Concerns**

- Provides additional options for locals; distributes traffic along Route 1 at multiple access points
- Impacts Lynch well field
- Impacts wetlands/DNREC property behind K-Mart
- Impacts parking for Junction and Breakwater trail head behind Rehoboth Outlets
- Mixing retail traffic with other traffic will cause problems

## **Questions/Additional Information Needed**

- Are we moving the bottleneck to Route 1 at Shuttle Road?

## **Potential Modifications**

- Eliminate the connection to the rear of Rehoboth Outlets 3
- Maintain Holland Glade Road connection to Route 1

## **Working Group Consensus**

- Recommend for further study

# Alternative 6

## Comments/Concerns

- Do not build a new bridge across the Canal
- Impacts Grove Park
- Impacts access to businesses along SR 1A and emergency access because of one-way inbound pattern
- Diverts too much local traffic to Hebron Road

## Potential Modifications

- Eliminate the new bridge across the Canal
- Make both SR 1A and the parallel roadway two-way  
(The Project Team has determined that this is not operationally feasible because there would be three roadways exiting onto Route 1 in close proximity to each other)

## Working Group Consensus

- Do NOT recommend for further study

# Route 1 at SR 1A Intersection – Option A

At-grade – Three northbound lanes and two southbound left-turn lanes at Route 1 at SR 1A

## Comments/Concerns

- Does not do enough for capacity at the intersection

## Working Group Consensus

- Recommend for further study

# Route 1 at SR 1A Intersection – Option B

Grade-separated – Northbound Route 1 lanes over southbound left-turn lanes

## Comments/Concerns

- Impacts businesses/properties along Route 1
- If a bridge/overpass is built, there should not be a traffic signal at the intersection.

## Questions/Additional Information Needed

- Need visualization of what the bridge/overpass will look like and impacts to businesses along Route 1

## Working Group Consensus

- Recommend for further study

# Route 1 at SR 1A Intersection – Option C

## Grade-separated - Southbound SR 1A left-turn lane over northbound Route 1 lanes

### Comments/Concerns

- Impacts businesses/properties along SR 1A
- If a bridge/overpass is built, there should not be a traffic signal at the intersection

### Questions/Additional Information Needed

- Need visualization of what the bridge will look like and impacts to businesses along SR 1A

### Working Group Consensus

- Recommend for further study



# Independent Options



# Independent Option AA

## Improved connection from Route 1 to SR 1B

### Comments/Concerns

- Concerned about additional traffic on State Road; makes SR 1B more accessible

### Potential Modifications

- Allow northbound left-turn from Route 1 to SR 1B

### Working Group Consensus

- Recommend for further study



# Independent Option BB

## New route to Route 1A along the south side of the Canal

### Comments/Concerns

- Impacts US Army Corps of Engineers (USACE) property
- Does not provide much benefit to traffic flow; could serve as an alternate route if there is an incident at SR 1A
- A pedestrian/bicycle trail along the south side of the Canal is included in Rehoboth Beach's Comprehensive Development Plan

### Questions/Additional Information Needed

- Need additional information regarding impacts to USACE property

### Potential Modifications

- Implement as a bicycle/pedestrian trail only
- Implement as a two-way roadway or one-way outbound roadway

### Working Group Consensus

- To be decided



# Independent Option CC

New route to Rehoboth Beach along the north side of the Canal

## Comments/Concerns

- Provides local access to Rehoboth Beach from communities along Bay Vista Road
- Impacts US Army Corps of Engineers (USACE) property
- Does not provide much benefit to traffic flow, but could serve as an alternate route if there is an incident at SR 1A

## Questions/Additional Information Needed

- Need additional information regarding impacts to USACE property

## Potential Modifications

- Implement as a bicycle/pedestrian trail only
- Implement as a two-way roadway or one-way outbound roadway

## Working Group Consensus

- To be decided





# Independent Option DD

Connection between Holland Glade Road at Canal Point (Futcher Farm) and K-Mart driveway through DNREC property

## Comments/Concerns

- Concerned about impacts to DNREC property
- Roadway through DNREC property serves the same purpose as Holland Glade Road
- Pursue if Alternative 5 is not feasible because of impacts to Lynch well field

## Potential Modifications

- Modify to reduce impacts to DNREC property and tie into Holland Glade Road

## Working Group Consensus

- Recommend for further study with modifications



**Rehoboth Beach Entrance Improvements**



# Independent Option EE

## Connection between Rehoboth Outlets 2 and Sea Air Ave

### Comments/Concerns

- Provides relief to Shuttle Road
- Impacts to Sea Air residents

### Working Group Consensus

- Recommend for further study



# Independent Option FF

## Pedestrian/bicycle overpass over Route 1 connecting Rehoboth Outlets 2 and 3

### Comments/Concerns

- Unlikely to be used unless part of a pedestrian/bicycle network
- Barriers are needed to encourage people to use
- Could reduce vehicular traffic between the Outlets
- Consider funding as a joint public/private partnership

### Potential Modifications

- Consider as an underpass rather than an overpass

### Working Group Consensus

- Recommend for further for study as an overpass, underpass or other pedestrian safety improvements



# Independent Option GG

## Bay Vista Road intersection improvements

### Comments/Concerns

- Favorable coming from Dewey Beach because it eliminates a signal.
- May inconvenience residents along Bay Vista Road destined for northbound Route 1.

### Potential Modifications

- Allow northbound Route 1 left-turn to Bay Vista Road and provide signal for southbound Route 1 traffic only.

### Working Group Consensus

- Recommend for further study with modifications.

# New Ideas

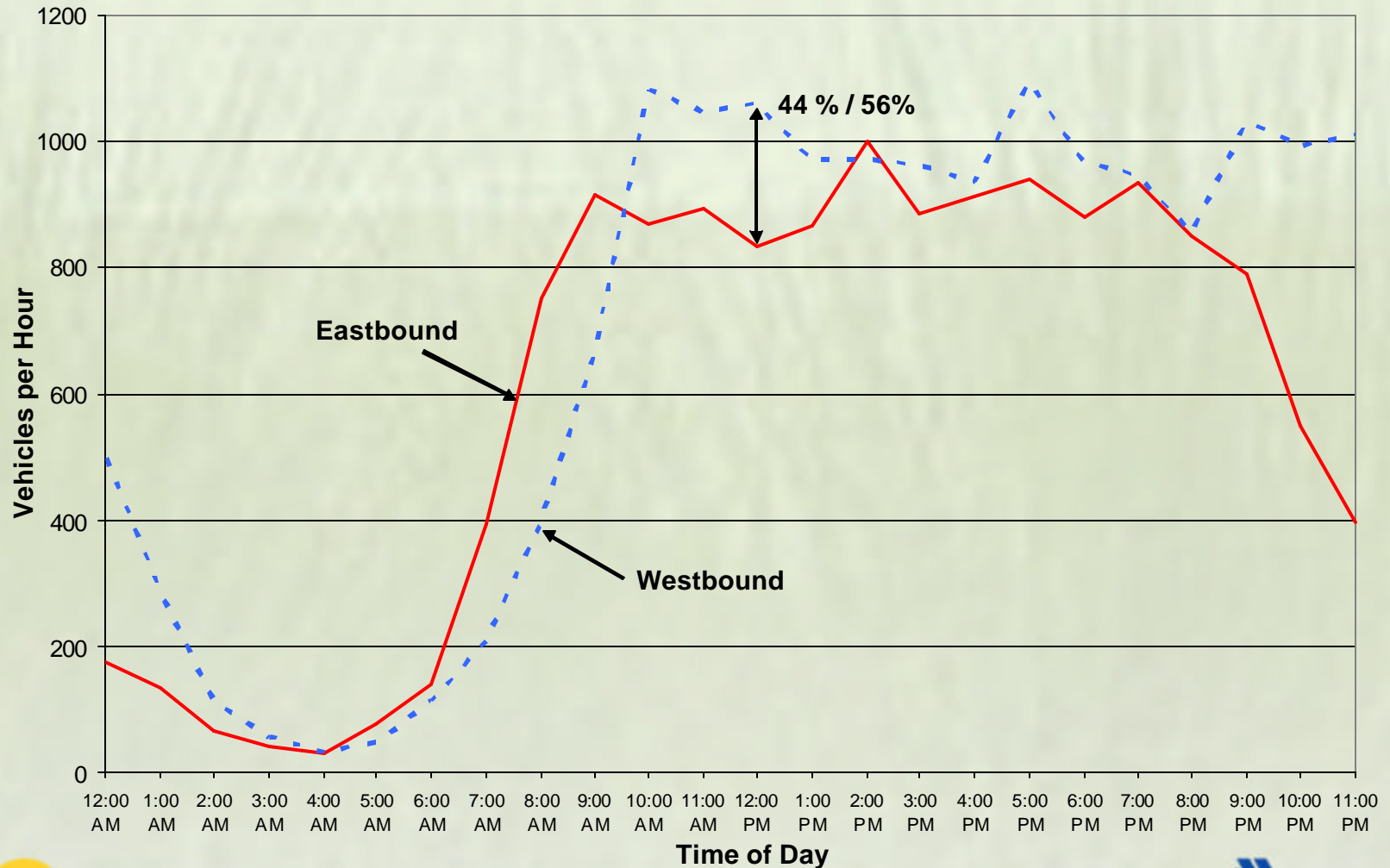
- Reversible travel lanes on SR 1A to handle peak traffic flows
- Use the Canal Point (Futcher Farm) roadway as the connection to Holland Glade Road rather than going through West Rehoboth or DNREC property
- Provide two outbound lanes on SR 1A

# Reversible Travel Lanes

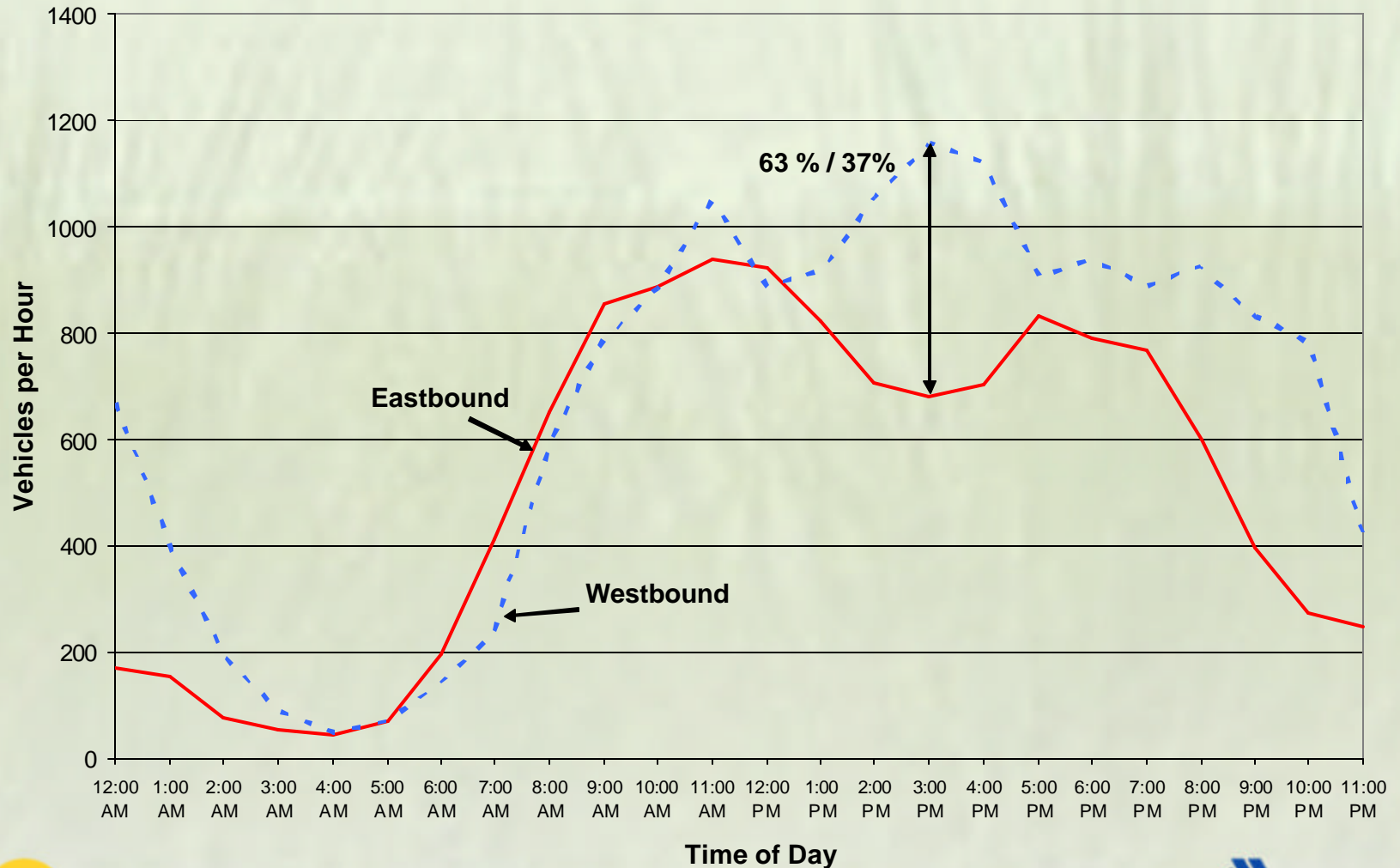
- The use of reversible lanes is warranted where there is a significant imbalance in directional traffic volumes (e.g. 70%/30%).
- If warranted, reversible lanes enable a more economical and efficient use of road space and right-of-way.
- Maximum directional imbalances (10 AM – 7 PM)
  - Saturday - 56%/44% (1 hour only)
  - Sunday - 63%/37% (1 hour only)
  - Weekdays - 55%/45% (1 hour only)
- The directional distributions on SR 1A during peak periods do not support the consideration of reversible lanes.



# Rehoboth Avenue – Saturday Traffic Volumes

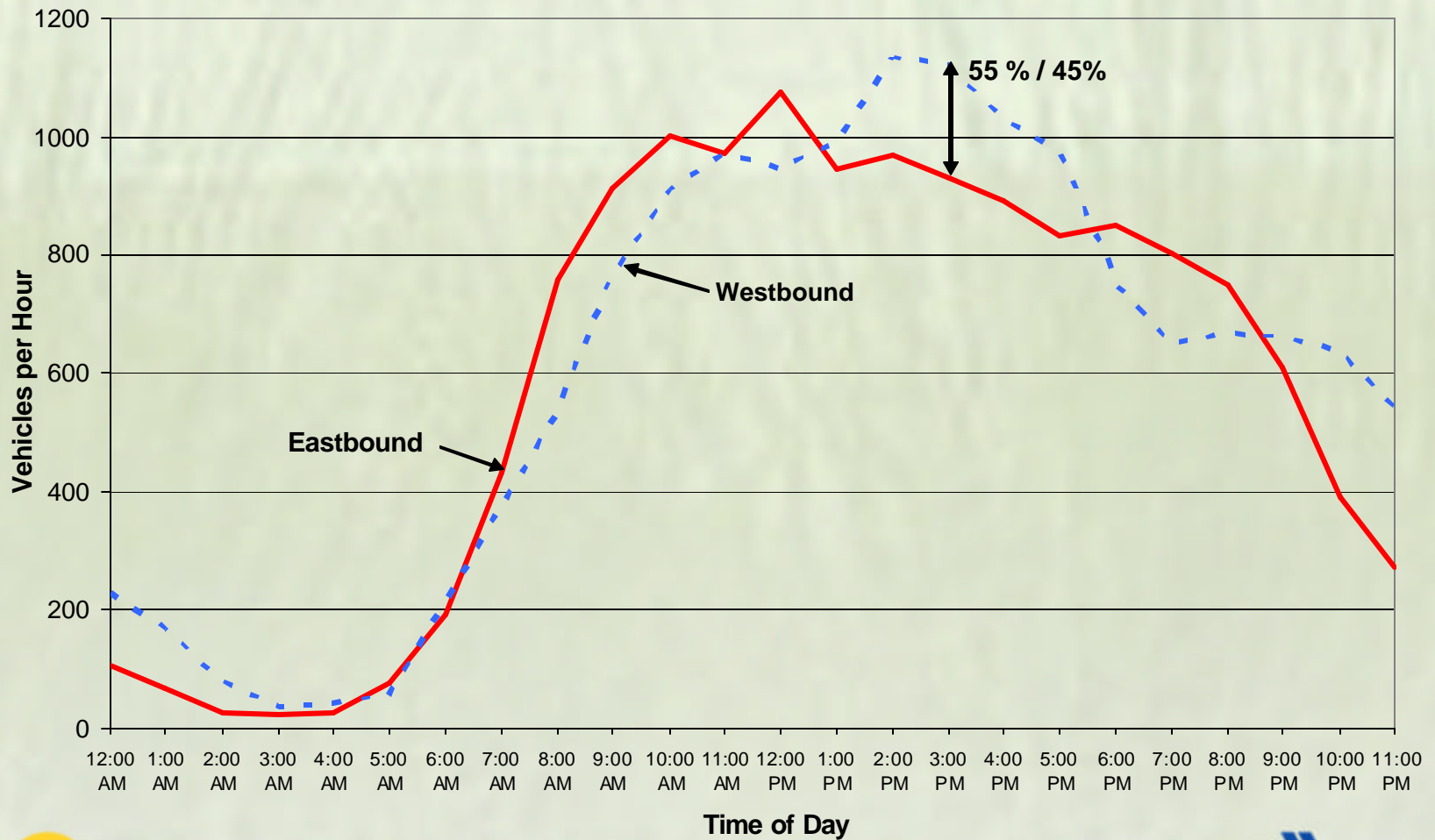


# Rehoboth Avenue – Sunday Traffic Volumes





# Rehoboth Avenue – Weekday Traffic Volumes





# Alternative 7

- Base Conditions
- Improvements to Route 1 and SR 1A intersection
- Improvements along SR 1A (Rehoboth Avenue)
  - Three Lanes - No Widening
  - Four Lanes - Two lanes in, two lanes out with left-turn lanes at Church Street
  - Five Lanes - Two lanes in, two lanes out with center left-turn lane

# Alternative 7 – SR 1A (Rehoboth Avenue) Options

## Three Lanes (No Widening)

- **Option 7-1 (Existing Conditions as of Memorial Day 2004)**
  - 2 lanes in, 1 lane out (Route 1 to Church St)
  - 2 lanes out, 1 lane in (Church St to Canal Bridge)
- **Option 7-2**
  - 1 lane in, 1 lane out, two-way left-turn lane (Route 1 to Church Street)
  - 2 lanes out, 1 lane in (Church Street to Canal Bridge)
- **Option 7-3**
  - 1 lane in, 2 lanes out (Route 1 to Canal Bridge)

# Alternative 7 – SR 1A (Rehoboth Avenue) Options

## Four Lanes - Two lanes in, two lanes out with left-turn lanes at Church Street

- **Option 7-4 - Widening on the north side of SR 1A**
  - Impacts all trees on the north side (4 trees)
  - Impacts two buildings (Shore Inn and Pirates Cove Motel)
- **Option 7-5 - Widening centered on SR 1A**
  - Impacts all trees on both sides (18 trees)
  - Potentially impacts three buildings (Shore Inn, Pirates Cove Motel and Crystal Restaurant)
  - Impacts historic district
- **Option 7-6 - Widening on the south side of SR 1A**
  - Impacts all trees on the south side (14 trees)
  - Impacts three buildings (Crystal Restaurant and two private residences)
  - Potentially impacts Shore Haus and a private residence
  - Impacts historic district

# Alternative 7 – SR 1A (Rehoboth Avenue) Options

**Five Lanes - Two lanes in, two lanes out with center left-turn lane**

- **Option 7-7 - Widening on the north side of SR 1A**

- Impacts all trees on the north side (4 trees)
- Impacts three buildings (Shore Inn and Pirates Cove Motel - 2 buildings)



- **Option 7-8 - Widening centered on SR 1A**

- Impacts all trees on both sides (18 trees)
- Impacts two buildings (Shore Inn and Pirate)
- Potential impacts to Crystal Restaurant
- Impacts historic district

- **Option 7-9 - Widening on the south side of SR 1A**

- Impacts all trees on the south side (14 trees)
- Impacts eight buildings (Henlopen Theater Project, three private residences, Shore Haus, Phil Mor Cottages, Wilbanks M.D. and Crystal Restaurant)
- Impacts historic district



# Public Workshop #2

May 24, 2004; 4:00 – 7:00 PM

Rehoboth Beach Convention Center

Presentations will be made at 4:15, 5:15 and 6:15 PM

